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1		CENTRAL INTELLI			25X1A
j		INFORMATIO	N REPORT		
	COUNTRY Czechoslovakia			DATE DISTR. 29 Jun 52	
	SUBJECT Czecho	oslovakia Rail Gauges		NO. OF PAGES 2	
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	THIS DOCUMENT CONTAINS IN LETTER WAITED STATES, BET AND 1944, OF THE U.S. COOL LATION OF LETTE CONSISTS TO PROMISE TELEFORM	Possition affection for national circumstance with the minimum of the sections 793	THIS IS UI	NEVALUATED INFORMATION	
<u> </u>	SOURCE				ـــا 25X1>
	1.	concerning changes in railr The map indicated that some changed and some had alread Insofar as Ozechoslovakia i information in the article there had been speculation Ozechoslovak railway system there were rumors circulation normal gauge rails would be I believe that the decision until sometime in 1950.	road tracks in Iron to tracks in Gzechos by been converted the sconcerned, I down is correct. In It concerning the control in to wide gauge railing in the various changed to the win not to change the	fortain countries. Flovakia were being to wide gauge rails. The work with the 148. I remember that the serion of the ls. Again in 1950-51 ministries that the der ones; however, a gauge was not made	25X1>
	2.	Towards the end of 1950, valuaticles which praised the for equipment which they have the travel on a wider wilson Station in Prague, I normal train. The car was which would enable it to travel 'trial run' (zkusebni were talking about this intigen on the car I wouldn't normal car.	Ringhofer - Tatra ai constructed enabrail. In October of I saw such a railro a demonstrator wite ravel on a wider ra jizda); a group of novation. If it has	works in Frague-Smichov ching normal railroad or November 1950, in the cad car as a part of a ch equipment attached dil. A sign on the car repeople on the platform ad not been for the	
	3.	In addition, I remember that it was announced that direct between Prague and Moscow; for shortly after, it was a Czech border at Cierna nad loading and unloading point	et sleeping car ser however, this did necessary to change Tisou. /Cierna ne	rvice would operate not go into effect, e trains at the Soviet≃ ad Tisou is the main	
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1. Pacause of the complicated Czech railway system and the considerable technical obstacles that probably would be encountered in rebuilding tracks in Czechoslovakia, I doubt that such a task will be undertaken in the forseeable future. In addition, the 'Friendship Railroad' (Trat Druzby) in Slovakia and the new addition to the main east-west railroad between Kosice and Bohumin are being built with normal gauge tracks.

-end-

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